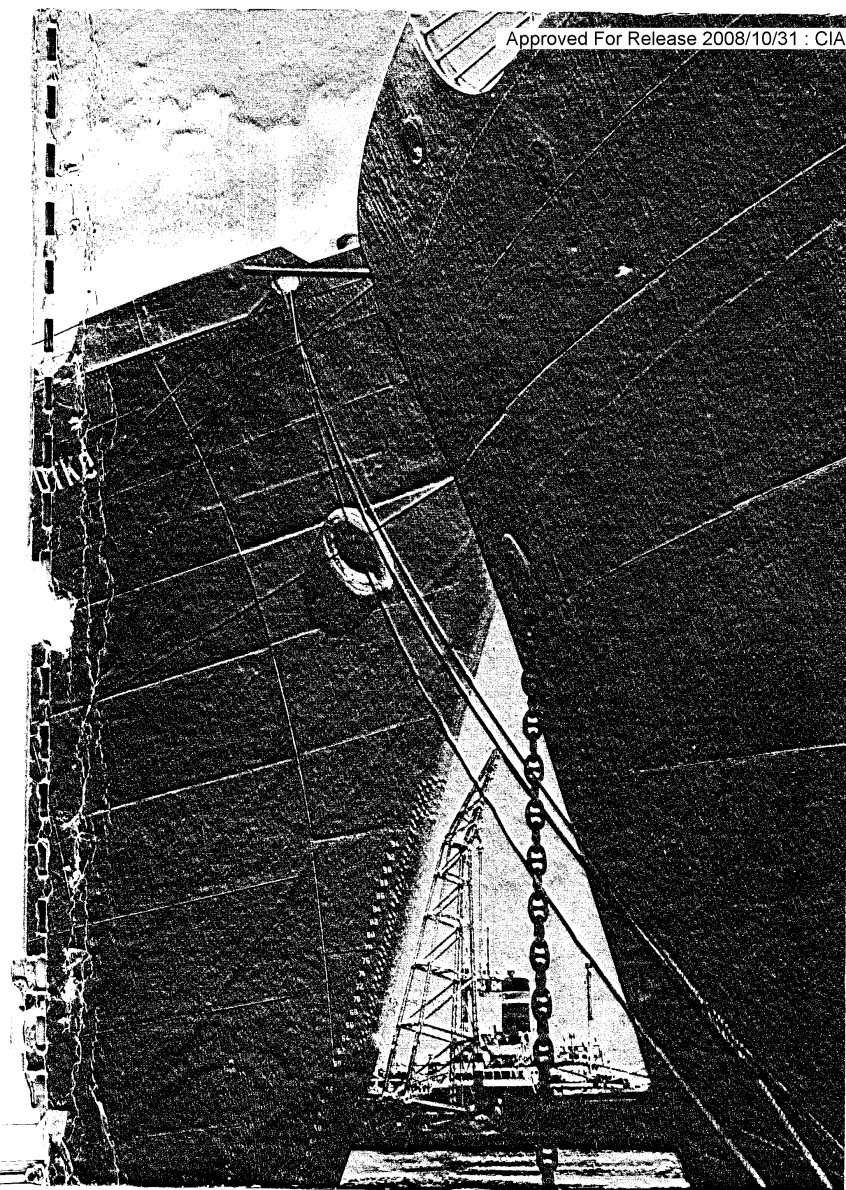


Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

Page Denied

Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9



IN POLAND

Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

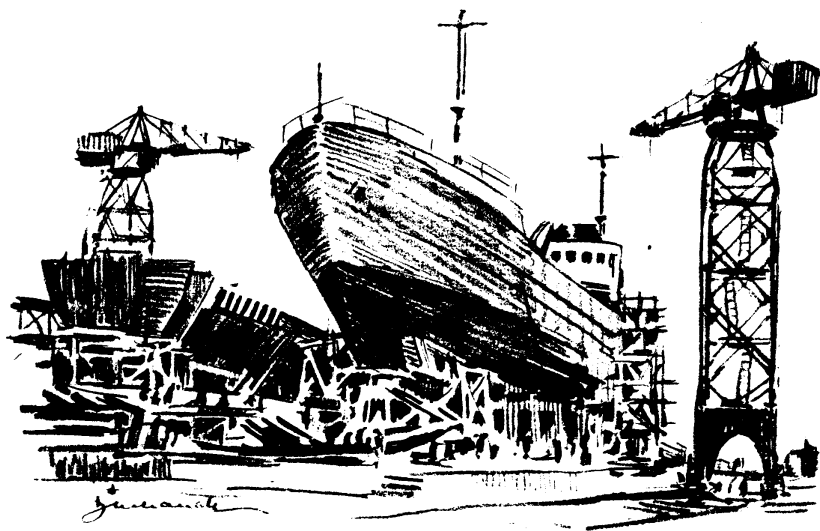
SHIPBUILDING IN POLAND

Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

SHIPBUILDING IN POLAND

1945 – 1955



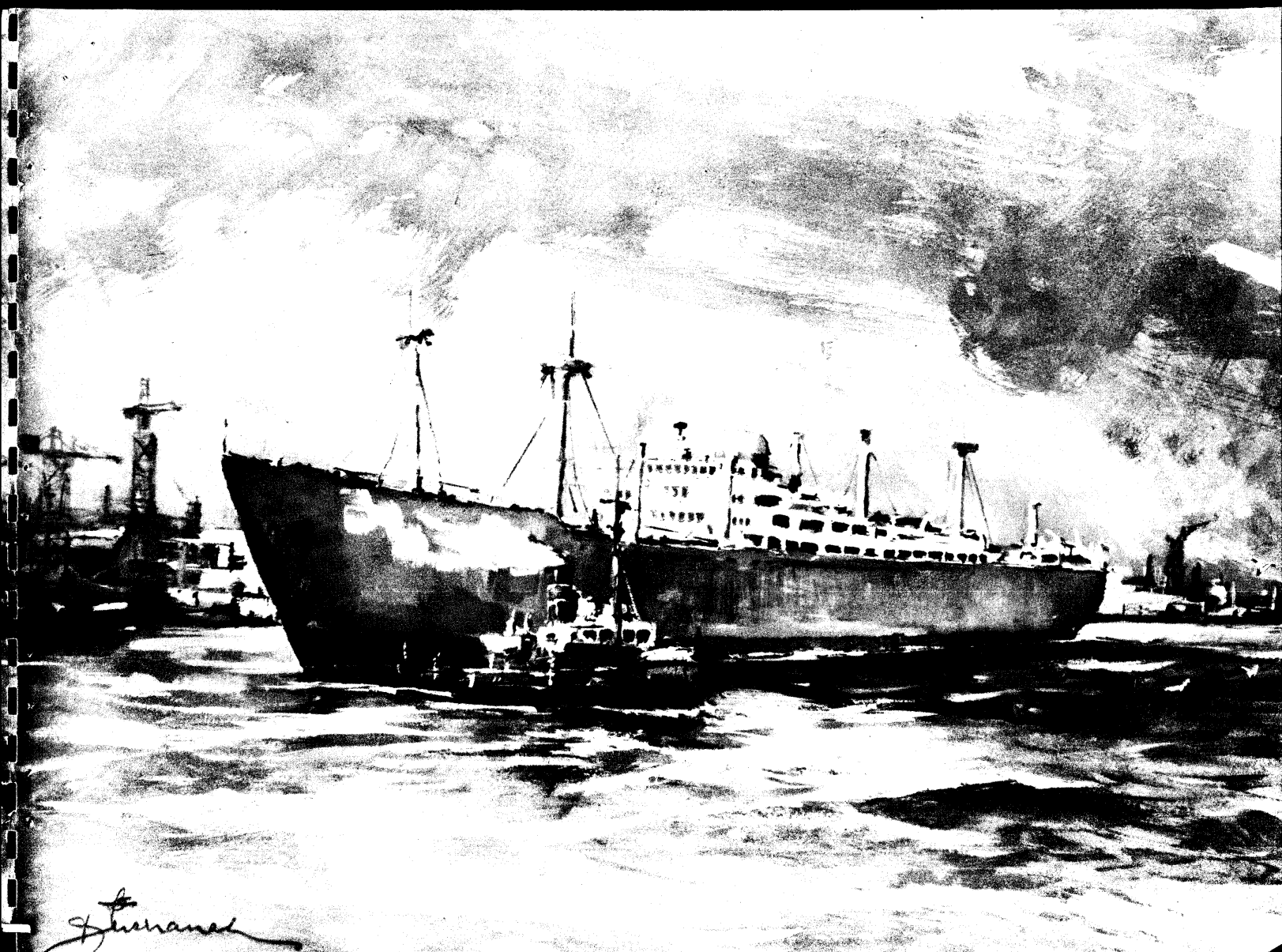
Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

SHIPS BUILT IN SERIES BY POLISH SHIPYARDS

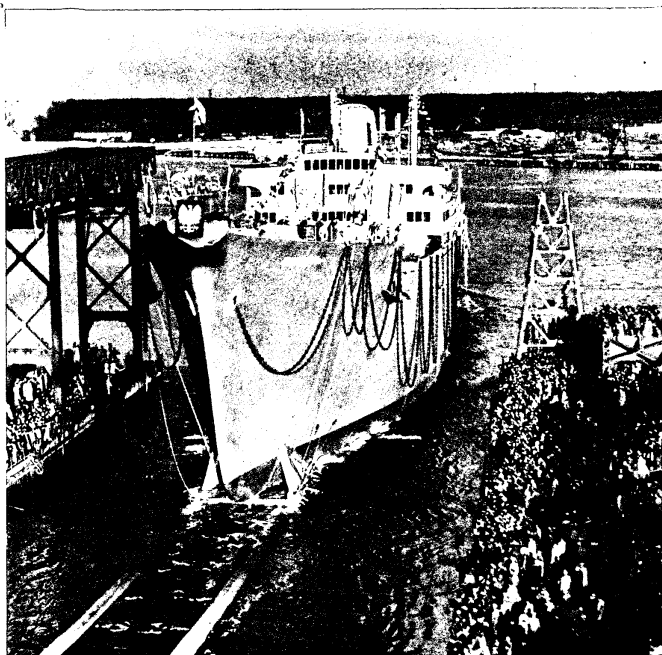
Motor Cargo Liner	Type B 54	10,000 tons d. w.	Page 8
Motor Cargo Liner	Type B 50	4,000 tons d. w.	Page 10
Ore Coal Carrier	Type B 50	2,600 tons d. w.	Page 15
Collier	Type B 51	5,000 tons d. w.	Page 14
Collier	Type B 52	5,200 tons d. w.	Page 16
Motor Coaster	Type B 51	660 tons d. w.	Page 22
Motor Coaster	Type B 55	900 tons d. w.	Page 25
Fishing Trawler	Type B 10	450 tons d. w.	Page 50
Drifter Trawler	Type B 17	110 tons d. w.	Page 55
Fishing Boat	24 m	45 tons d. w.	Page 54
Fishing Boat	17 m	20 tons d. w.	Page 55
Motor Tug	Type B 65	180 B.H.P.	Page 56
Steam Tug	Type B 60	325 I.H.P.	Page 56
Steam Tug	Type B 61	800 I.H.P.	Page 56
New serial types for the years 1956 — 1960			Page 59

NOTE: Weights in metric tons — All particulars believed to be correct but not guaranteed —
Subject to alterations -- British equivalents are approximate only

Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

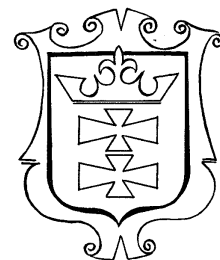


Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

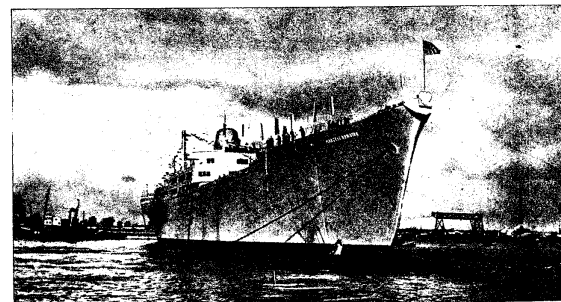


M. S. Marcelli Nowotko
leaving
the ways

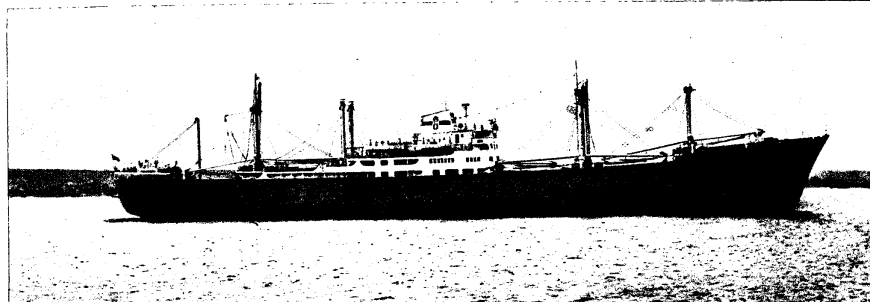
Builders:
STOCZNIA
GDAŃSKA



GDAŃSK



After
launching



During
trials

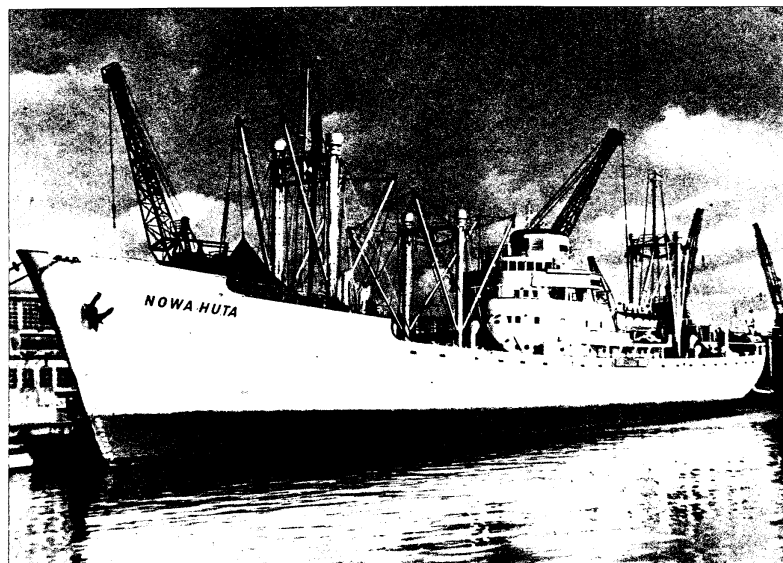
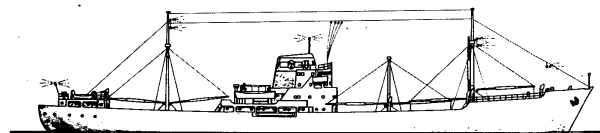
MOTOR CARGO LINER 4,000 TONS D. W. TYPE B 50

An up to date motor cargo liner, built as an open shelter decker for dry and refrigerated general cargo with a capacity/total deadweight ratio of 65 cu. ft. per ton. Five holds, three forward and two aft of the engine room. No. 3 hold refrigerated. The hull is principally of riveted construction. Accommodation for the crew, 37 in number, situated amidships and aft, is of high standard.

Derricks: twelve 3-ton and one 15-ton, twelve electric cargo winches of 3-ton capacity, an electric windlass, electro-hydraulic steering gear. The life saving appliances according to International Regulations. Full navigation equipment.

The vessel is propelled by a Sulzer diesel engine with an output of 3,800 B.H.P. at 130 r.p.m. The daily fuel oil consumption amounts to 15 tons. Electric D.C. of 220 V is supplied by two 130 kW sets and one emergency set of 20 kW. Steam for heating purposes is generated in an exhaust gas boiler.

The main features of this ship: modern lines, luxurious accommodation for the crew and reliability in service.

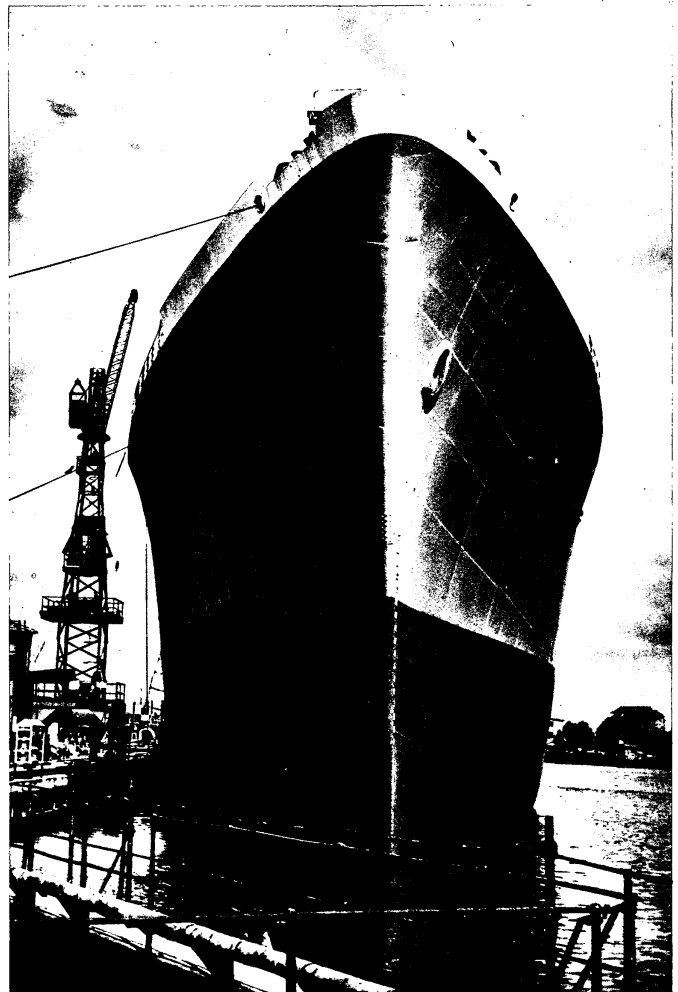


PRINCIPAL DIMENSIONS AND OTHER LEADING CHARACTERISTICS

Length o.a.	374' 2"	114.06 m
Length b.p.	342' 10"	104.50 m
Breadth moulded	48' 3"	14.70 m
Depth to main deck	21' 8"	6.60 m
Depth to shelter deck	30' 2"	9.20 m
Design draught	20' 4"	6.20 m
Corresponding deadweight	4,000 tons	
Gross tonnage	3,222 tons	
Net tonnage	1,690 tons	
Cargo capacity, bale	241,500 cu. ft.	6,840 cu. m
Cargo capacity, grain	259,000 cu. ft.	7,330 cu. m
Service speed	16 knots	

M. S. Nowa Huta
in
Gdańsk
Harbour

OCEAN GOING CARGO SHIPS



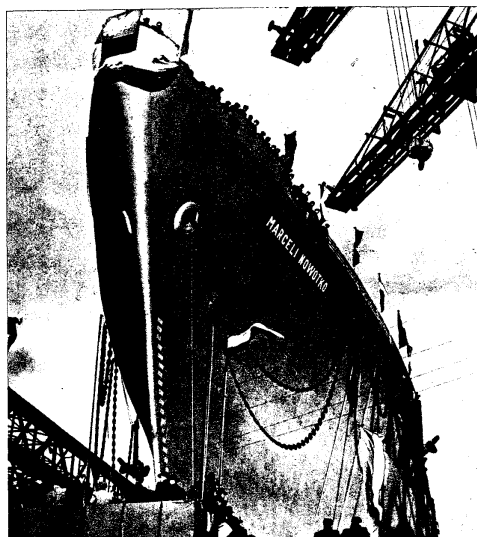
MOTOR CARGO LINER

10,000 TONS D.W. TYPE B 54

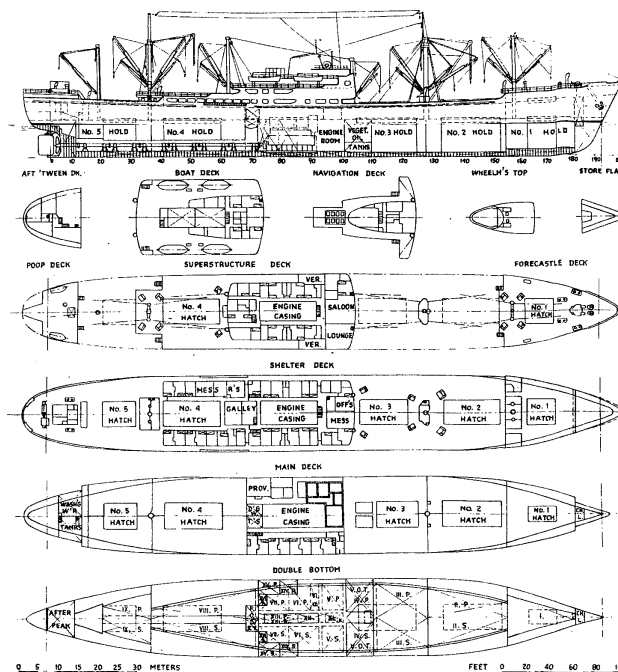
A modern motorship, built as an open shelter decker, designed for general cargo, with a capacity/total deadweight ratio of 63.7 cu. ft. per ton for grain. Two deep tanks for vegetable oil. Five holds, three forward and two aft of the engine room. The hull is principally of welded construction. No pillars in holds. The hatches of the shelter deck have steel covers. All living accommodation amidships. Luxurious cabins are provided for 12 passengers. Accommodation for the crew, 56 in number, is of the highest standard.

Derricks: one 50-ton, one 25-ton, two 10-ton, fourteen 5-ton, one 1.5-ton, electric cargo winches two 10-ton, fourteen 5/3-ton, two 1.5-ton, electric windlass, electro-hydraulic steering gear. The life saving appliances are in accordance with the International Convention 1948.

The vessel is propelled by a diesel engine with an output of 8,000 B.H.P. at 125 r.p.m., with a fuel oil consumption of 32 tons per day. The cruising range amounts to 20,000 nautical miles. Electric D.C. of 220 V is supplied by three 240 kW sets and one emergency set of 15 kW. Steam is generated by an exhaust gas boiler. Thermotank heating and forced ventilation are provided.

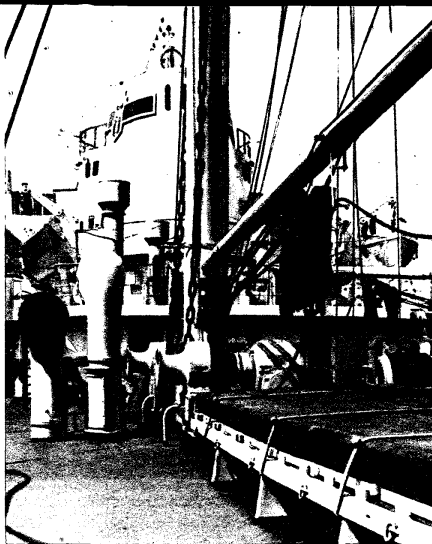


Before
launching



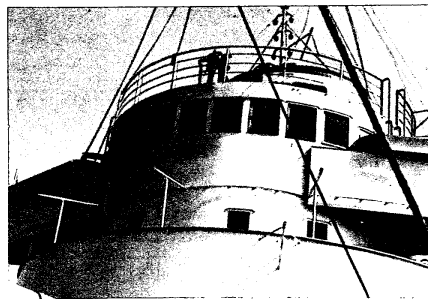
PRINCIPAL DIMENSIONS AND OTHER LEADING CHARACTERISTICS

Length o.a.	504' 11"	153.90 m
Length b.p.	464' 7"	141.60 m
Breadth moulded	63' 8"	19.40 m
Depth to main deck	31' 2"	9.50 m
Depth to shelter deck	41' 2"	12.55 m
Design draught	27' 4"	8.34 m
Corresponding deadweight		10,000 tons
Gross tonnage		6,660 tons
Net tonnage		3,666 tons
Cargo capacity, bale	600,920 cu. ft.	17,016 cu. m
Cargo capacity, grain	636,595 cu. ft.	18,026 cu. m
Service speed		16 knots

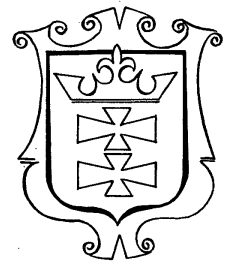


Aft
part
of
the
deck

Superstructure
distinguished
by its
harmony



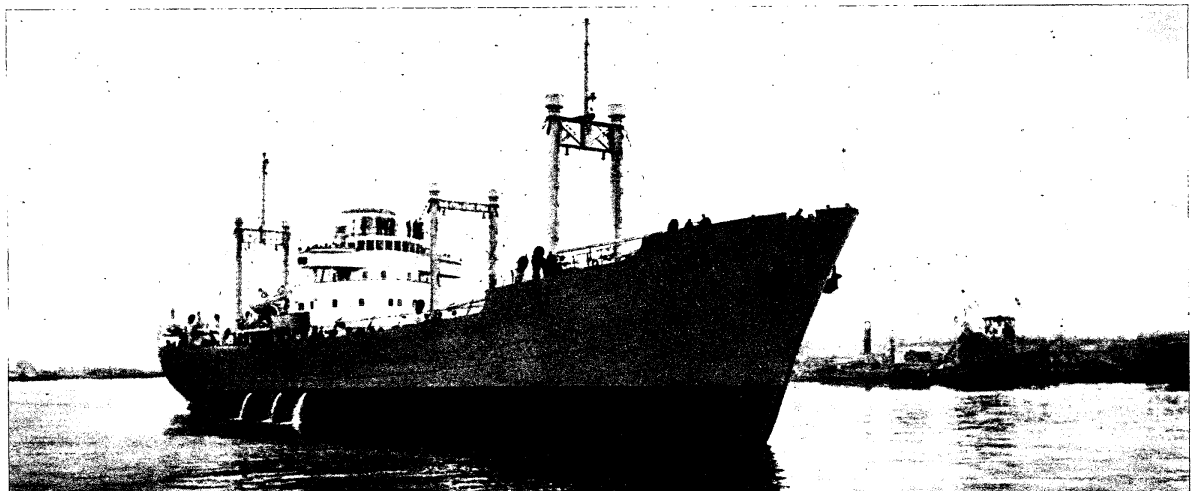
Builders:
STOCZNIA
GDAŃSKA



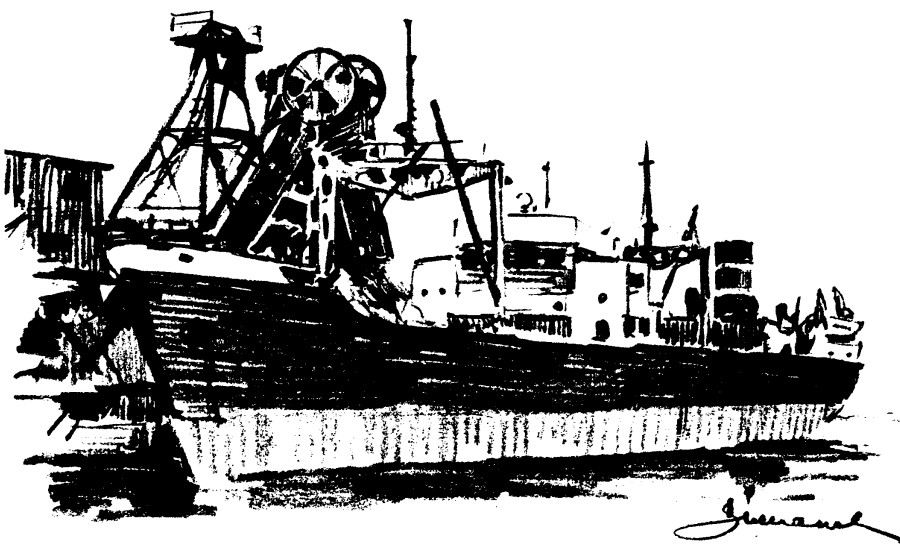
GDAŃSK

*Motorships built by the
Stocznia Gdańska embody best
experience and satisfy
Owners' highest requirements*

M. S. Gdańsk
returning
from
trials



THE POLISH SHIPYARDS ARE BUILDING SPECIALISED
TYPES OF VESSELS IN SERIES, BASED ON RESEARCH
AND TESTS, IN ORDER TO MAKE THEM BEST
SUITED FOR THEIR TASKS.
FOR TRAMPING — ORE, COAL CARRIERS, COLLIERS
AND OTHER STEAMERS FOR BULK CARGO ARE
CONTINUOUSLY BUILT ON OUR SLIPWAYS. THEIR MAIN
FEATURE IS SEAWORTHINESS UNDER ALL WEATHER
CONDITIONS. WHETHER LOADED OR IN BALLAST.



ORE/COAL CARRIER 2,600 TONS D.W. TYPE B 30

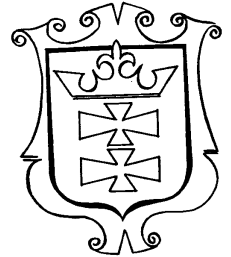


Before
launching



Last
days of
outfitting

Builders:
STOCZNIA
GDAŃSKA



GDAŃSK

The ore/coal carriers of the type B 30 were the first serial ships built in Poland after the war. The ship is of riveted construction, machinery aft, fitted with steel hatch covers. Crew accommodation for 44 men is situated in the deckhouse between No. 2 and 3 holds and in the poop. Eight steam cargo winches of 5/3-tons pull and eight derricks ensure good cargo handling. Navigation equipment and life saving appliances are in accordance with International Regulations. The reciprocating, double compound, valve steam engine has an output of 1,100 I.H.P. at 125 r.p.m. The two boilers are coal burned. Electric D.C. of 220 V is supplied by two 20 kW steam sets.

S.S. 1 Maj

PRINCIPAL DIMENSIONS AND OTHER LEADING CHARACTERISTICS

Length o.a.	285' 5"	87.00 m
Length b.p.	271' 0"	82.60 m
Breadth moulded	40' 4"	12.30 m
Depth to main deck	19' 0"	5.80 m
Depth to quarter deck	23' 4"	7.10 m
Design draught	17' 8"	5.38 m
Corresponding deadweight	2,600 tons	
Gross tonnage	2,083 tons	
Net tonnage	1,034 tons	
Cargo capacity, grain	129,500 cu. ft.	3,666 cu. m
Service speed	11 knots	

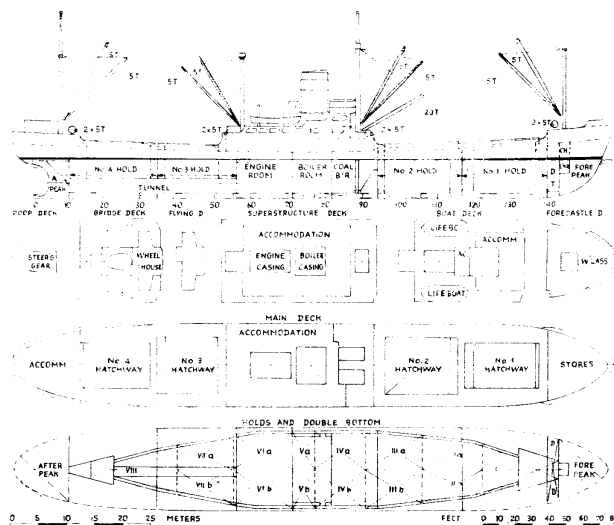
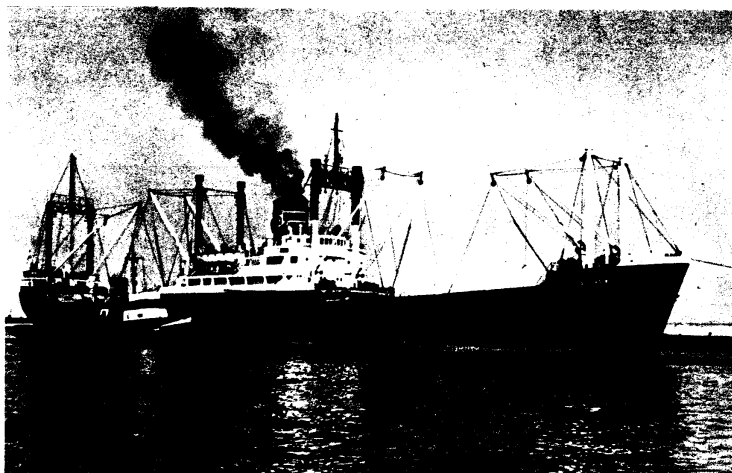


COLLIER 5,000 TONS D.W. TYPE B 31

This single screw steamer is a three island vessel with one continuous deck built as an easy trimming coal carrier with a capacity/tonnage ratio suitable for an economical all purpose tramping. The dimensions of hatches enable the stowage of large sized cargoes, strong hatch covers are suitable for timber deck loads. The hull is strengthened for navigation in ice. The cargo handling gear consists of eight 5-ton derricks, one 20-ton derrick and eight 5/3-ton steam winches.

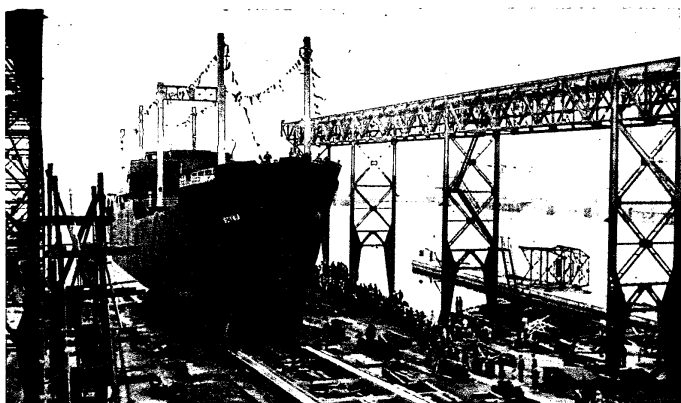
The ship is propelled by a reciprocating engine connected with an exhaust steam turbine with a total output of 2,300 I.H.P. at 105 r.p.m. Steam is supplied by two water tube boilers, built alternatively for coal or oil bunker. The cruising range of the ship amounts to 6,000 nautical miles. Electric D.C. of 220 V is generated by two 25 kW steam sets. The living accommodation of high standard is situated amidships and aft.

S. S. Szczecin
entering
the Harbour
of Gdańsk



PRINCIPAL DIMENSIONS AND OTHER LEADING CHARACTERISTICS

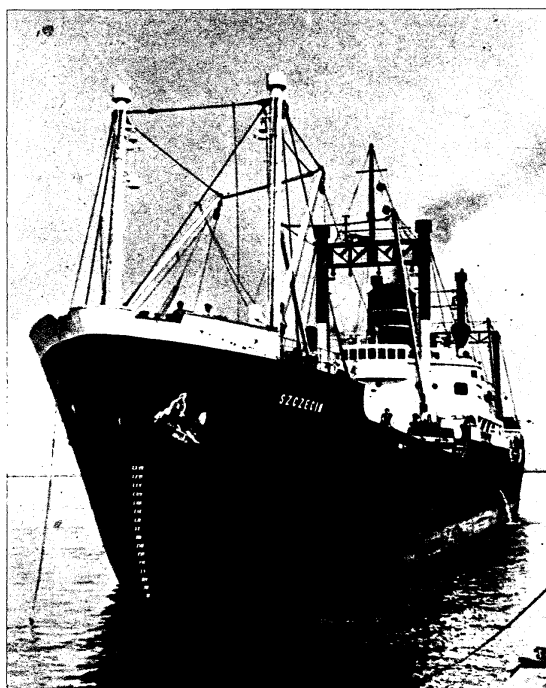
Length o.a.	355' 2"	108.25 m
Length b.p.	331' 6"	101.05 m
Breadth moulded	47' 11"	14.60 m
Depth to main deck	26' 3"	8.00 m
Load draught	21' 10"	6.65 m
Corresponding deadweight		5,000 tons
Gross tonnage		4,180 tons
Net tonnage		1,931 tons
Cargo capacity, bale	197,900 cu. ft.	5,603 cu. m
Cargo capacity, grain	212,874 cu. ft.	6,027 cu. m
Speed on trials		12.5 knots



Launching
of
S. S. Gdynia

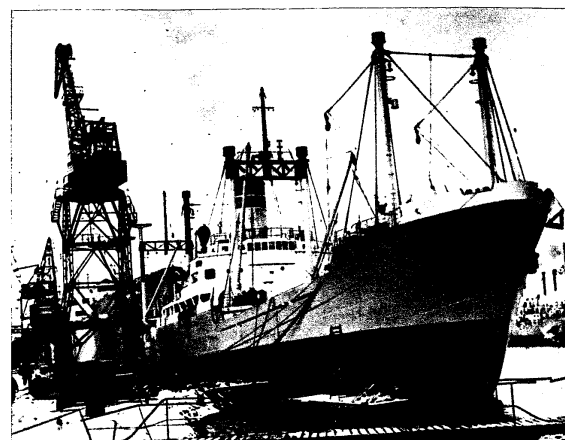
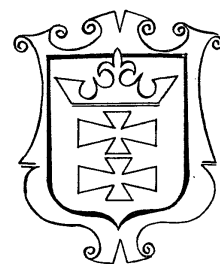
S. S. Szczecin
mooring
in the harbour

*Colliers
of 5,000 tons d. w.
are
built
alternatively
for coal
or
oil burning*



Builders:
STOCZNIA
GDAŃSKA

GDAŃSK

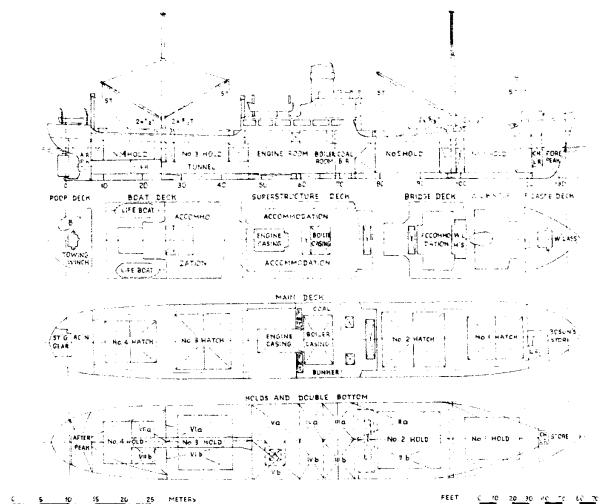


Last
fitting-out
works

COLLIER 3,200 TONS D.W. TYPE B32

This single screw steamship with machinery amidships is built alternatively for coal or oil burning. The hull partly welded and partly riveted is strengthened for navigation in ice. Crew accommodation is situated amidships and aft. The cargo handling gear consists of four 5-ton derricks, operated by four 5/3-ton cargo winches and four guy steam winches. Steel hatch covers of Kwiek Patent ensure short operating time. The windlass is steam driven. The steam steering gear is governed by a hydraulic telemotor. The life saving appliances are in accordance with International Regulations.

The main reciprocating steam engine with an output of 1,700 I.H.P. ensures the vessel a speed of 12.5 knots at 105 r.p.m. The cruising range amounts for the coal burning ships to 3,000 nautical miles, for oil burning vessels to 5,000. Electric D.C. of 220 V is supplied by two steam sets.



PRINCIPAL DIMENSIONS AND OTHER LEADING CHARACTERISTICS

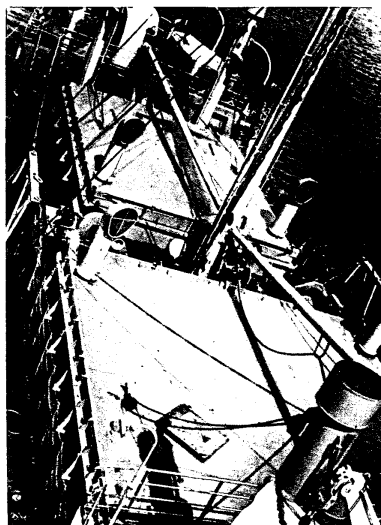
Length o.a.	310' 7 1/2"	94.68 m
Length b.p.	293' 8 1/2"	89.52 m
Breadth moulded	44' 3 1/2"	13.50 m
Depth to main deck	20' 6"	6.25 m
Load draught	18' 3"	5.56 m
Corresponding deadweight		3,200 tons
Gross tonnage		2,686 tons
Net tonnage		1,344 tons
Cargo capacity, bale	152,284 cu. ft.	4,314 cu. m
Cargo capacity, grain	158,285 cu. ft.	4,484 cu. m
Speed		12.5 knots



S.S. Sewerodoneck
at
the fitting-out
quay

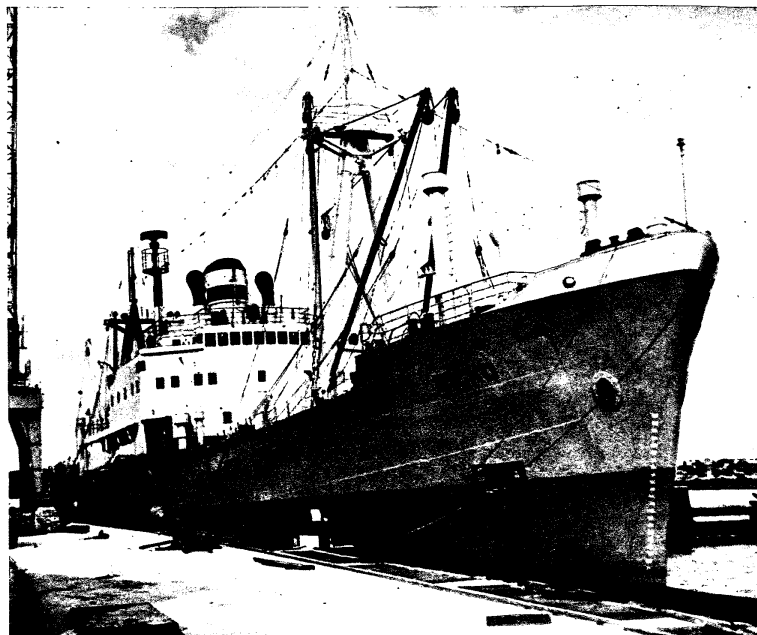


Hatch covers of Kwiek type in open position



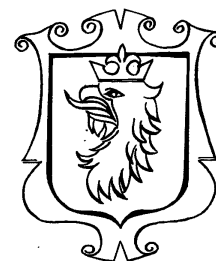
Steel hatch covers of Kwiek type

Latest ships have bi-pod masts



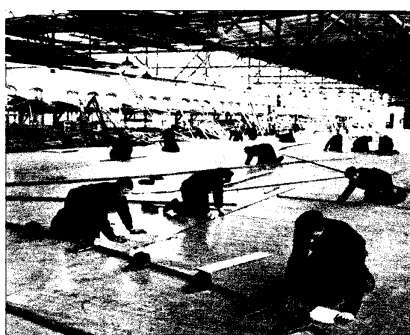
Builders:
STOCZNIA
SZCZECIŃSKA

SZCZECIN





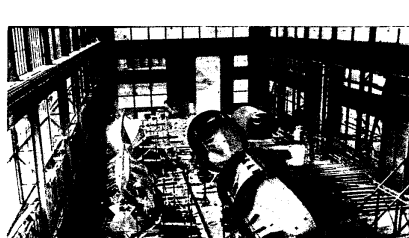
Assemblage of sections
at the slipways



Mould
loft



Experienced
workers —
guarantee of
best
quality

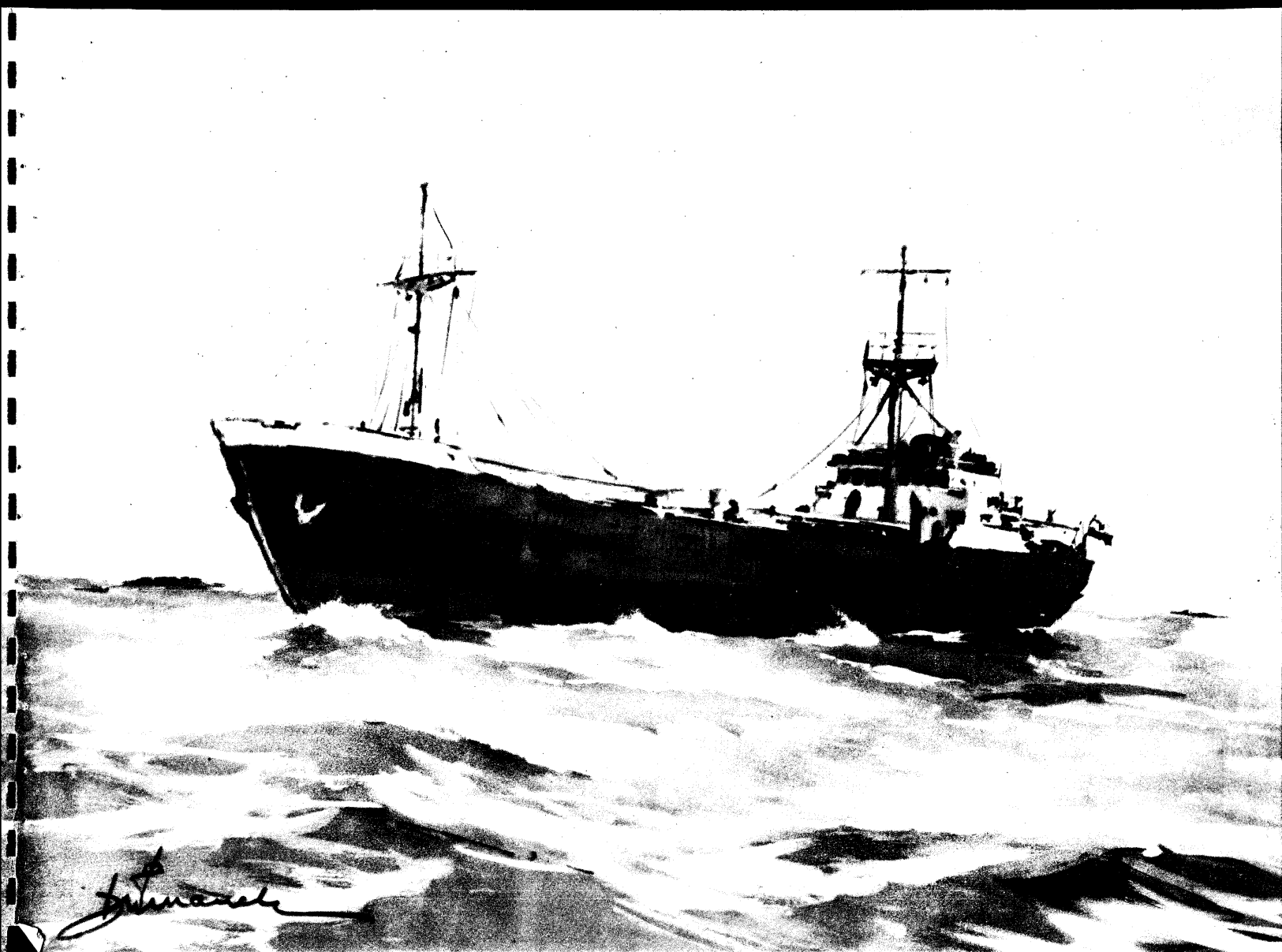


Preparing
anchors

Welding
of 17 m fishing boats
in
turn-frames

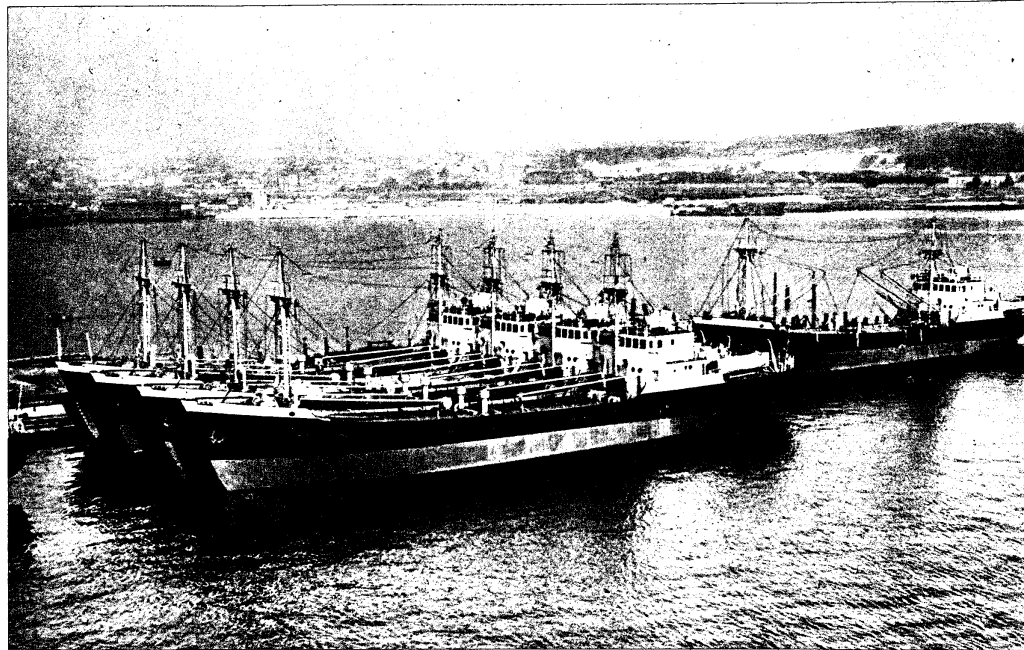


Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9



Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

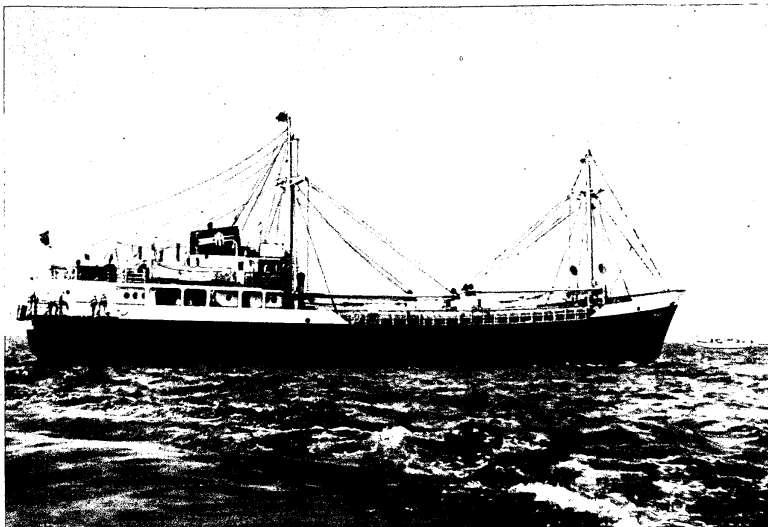
MOTOR COASTERS



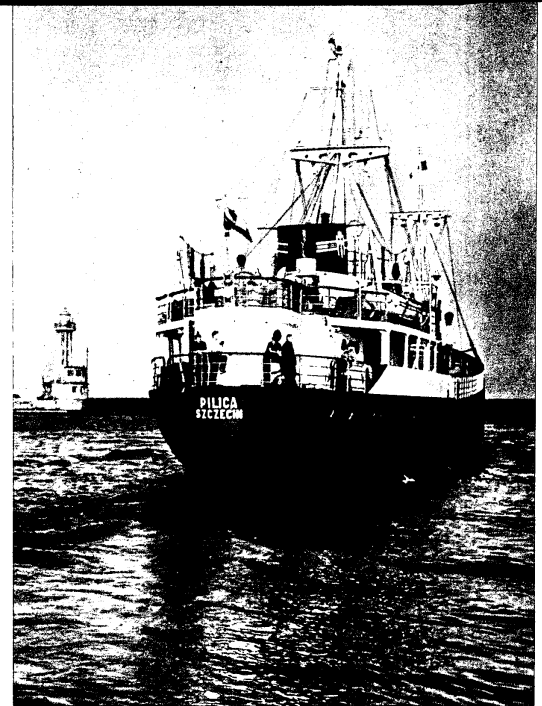
MOTOR COASTER 660 TONS D.W. TYPE B 51

This single screw general cargo motor coaster, designed for service in the Baltic and North Sea, is built as an open shelter decker with machinery aft. The capacity/deadweight ratio amounts to 80 cu.ft. per ton. Two holds with large hatchways are served by four 3-ton derricks and four 3-ton electric winches. The windlass and steering gear are electric driven. The coaster has full navigation and wireless equipment. The life saving appliances are in accordance with International Regulations. Crew accommodation is situated aft. The ship is propelled by a diesel engine with an output of 600 B.H.P. at 400 r.p.m. Three diesel sets supply the 220 V D.C.

M. S. Pilica



M. S. Pilica
leaving
the
Harbour
of
Gdynia

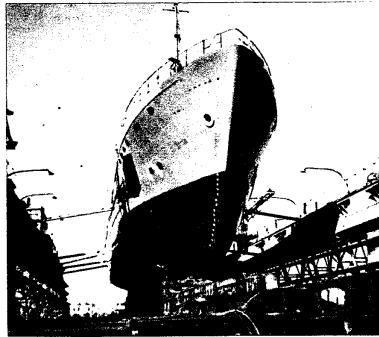


PRINCIPAL DIMENSIONS AND OTHER LEADING CHARACTERISTICS

Length o.a.	196' 4"	59.85 m
Length b.p.	180' 5"	55.00 m
Breadth moulded	31' 6"	9.60 m
Depth to main deck	11' 4"	3.45 m
Depth to shelter deck	19' 0"	5.80 m
Design draught	11' 2"	3.40 m
Corresponding deadweight		660 tons
Gross tonnage		486 tons
Net tonnage		178 tons
Cargo capacity, bale	45,800 cu. ft.	1,300 cu. m
Cargo capacity, grain	52,900 cu. ft.	1,500 cu. m
Service speed		10 knots

OUR SYSTEMS OF LAUNCHING

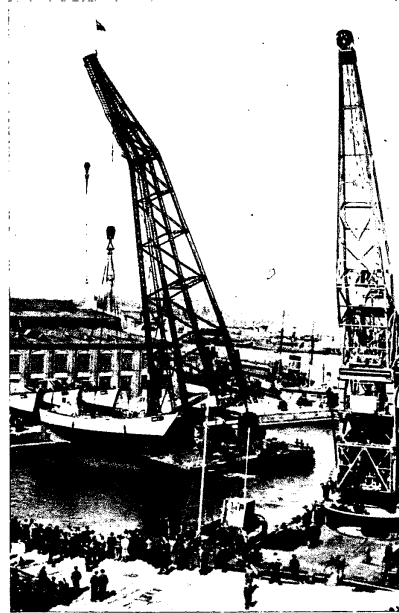
On
a pontoon



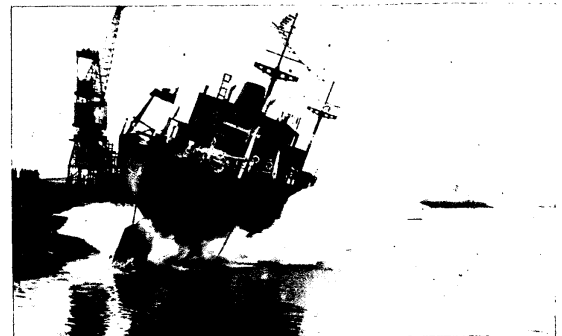
Side launching
on roller chocks



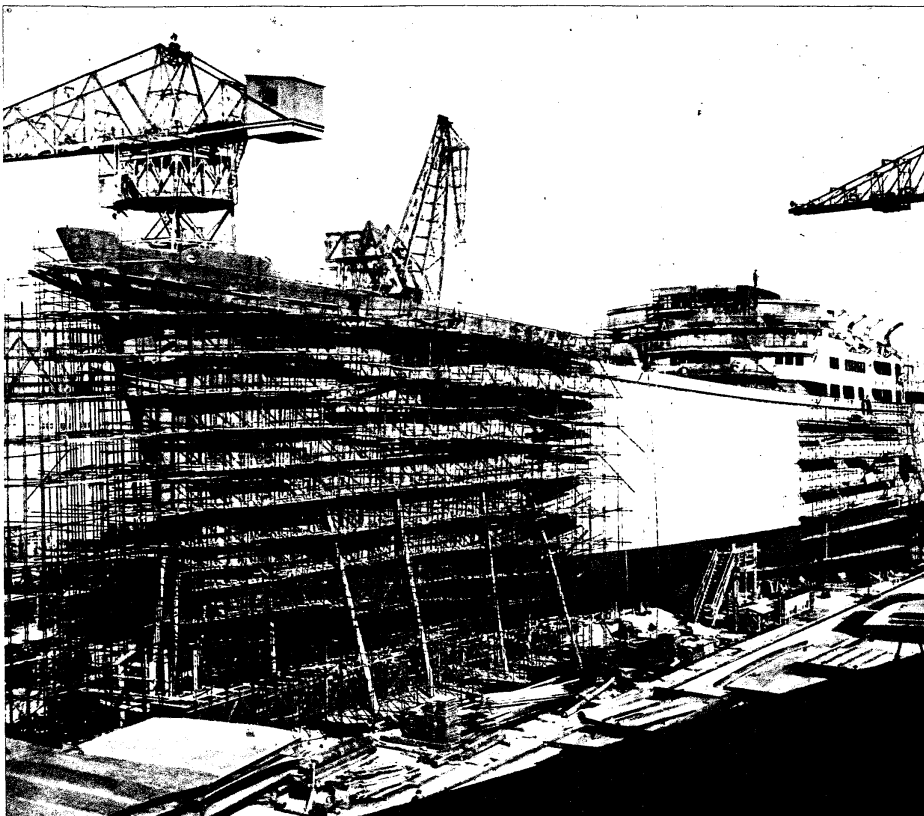
With
a crane



Side
launching

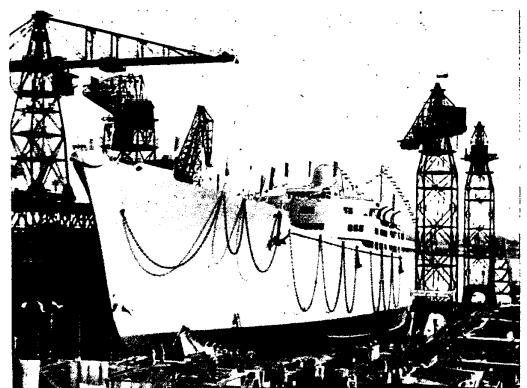


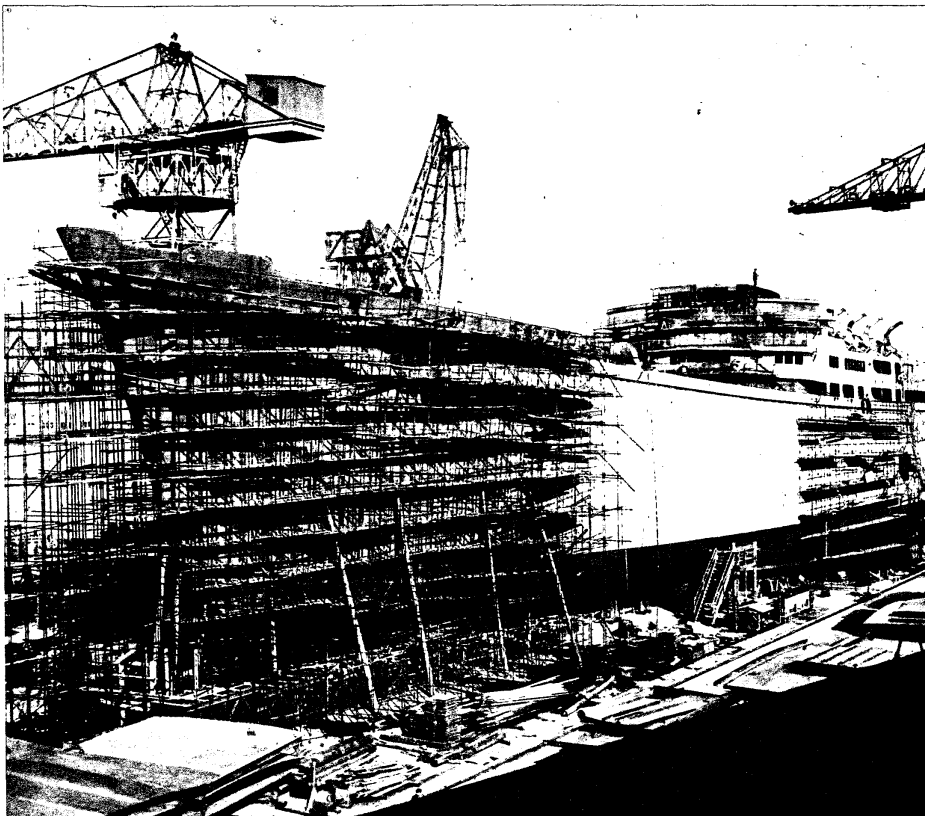
END LAUNCHING



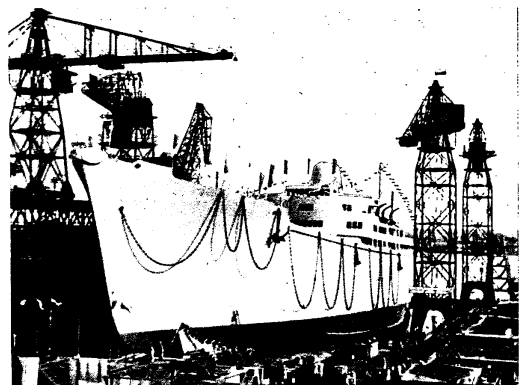
In two
weeks

To-day!





In two
weeks



To-day!

END LAUNCHING

Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9



Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

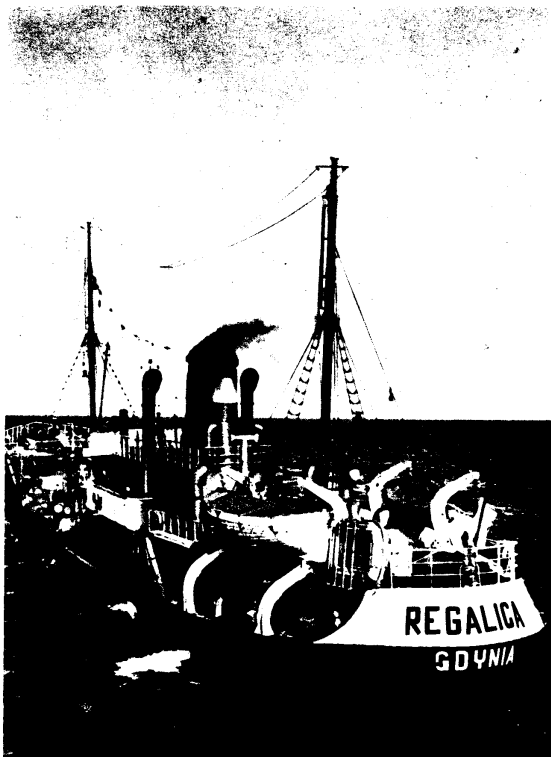
Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9



FISHING VESSELS

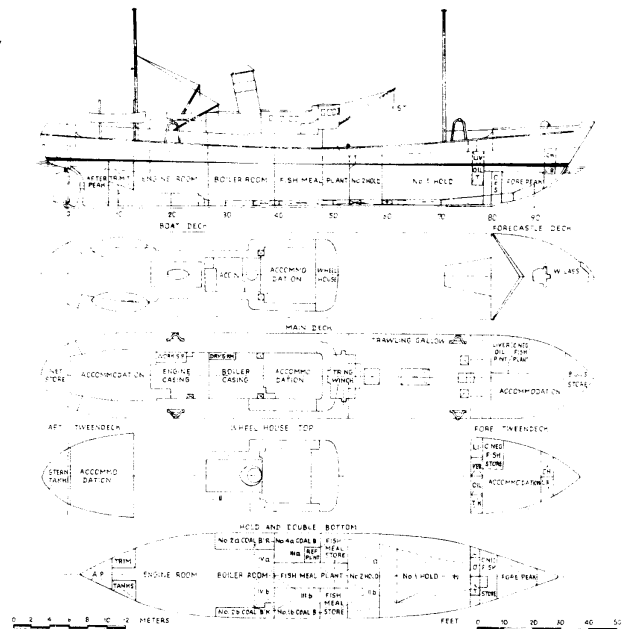
Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

DEEP SEA FISHING TRAWLER 450 TONS D.W. TYPE B 10



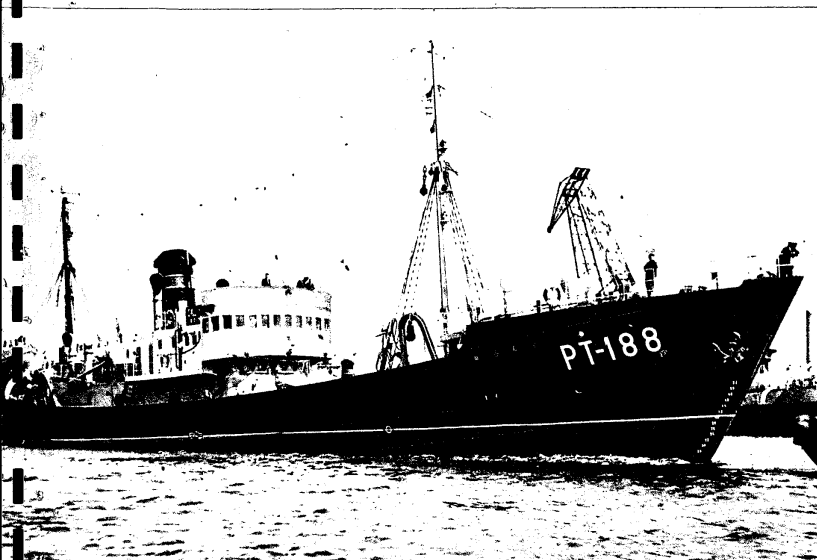
The 450 tons d.w. fishing trawler is equipped with a cod liver and fish meal plant. The cruising period amounts to 22 days. The hull of riveted construction is strengthened for navigation in ice. The living accommodation is situated in the poop and forecastle. The vessel is propelled by a reciprocating, double compound steam engine with an output of 1,000 I.H.P. Steam is supplied by one coal or oil burned boiler. The trawl winch of 10-tons pull, four gallows and a set of blocks allows trawling from either side of the ship at a speed of 4 to 5 knots. Vessels of the B 10 type incorporate highest features of reliability and seaworthiness.

S. T. Regalica
bound
for
fishing
grounds



PRINCIPAL DIMENSIONS AND OTHER LEADING CHARACTERISTICS

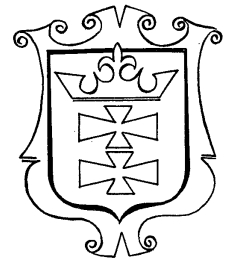
Length o.a.	194' 4"	59.23 m
Length b.p.	175' 6"	53.50 m
Breadth moulded	29' 6 1/2"	9.00 m
Depth from base line to main deck	16' 3"	4.95 m
Load draught moulded	13' 11 1/2"	4.25 m
Corresponding deadweight		450 tons
Gross tonnage		658 tons
Net tonnage		280 tons
Fish hold capacity	13,704 cu. ft.	388 cu. m
Service speed		12 knots



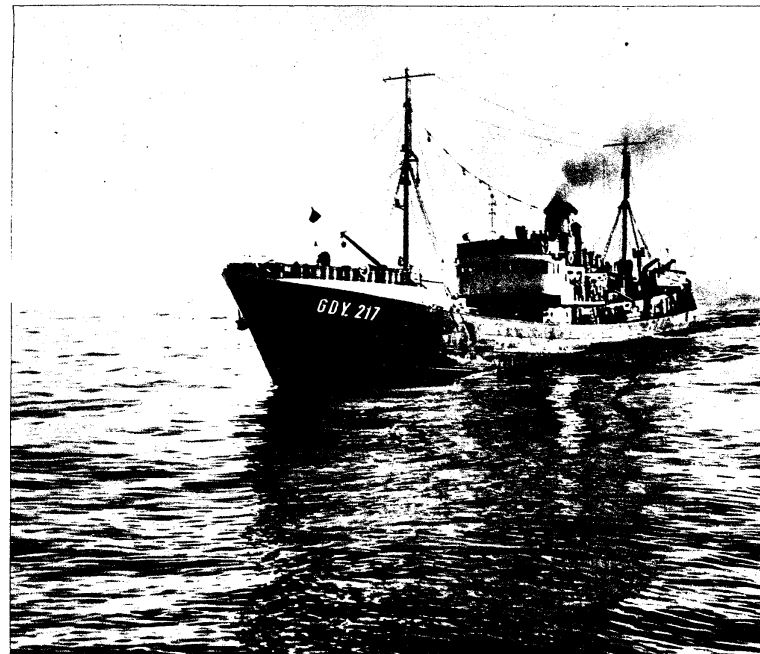
PT-188
at the day
of delivery

Builders:
STOCZNIA
GDAŃSKA

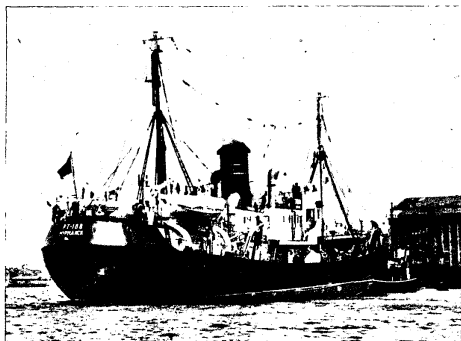
GDAŃSK



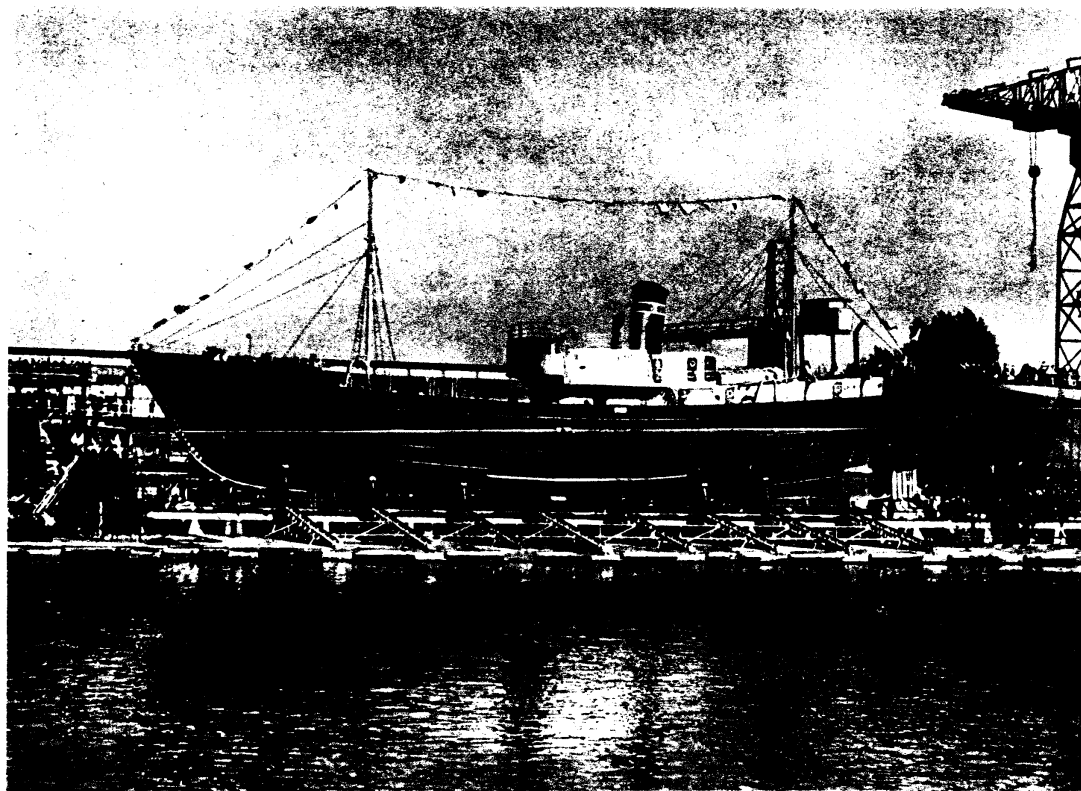
GDY 217
in the
North Sea



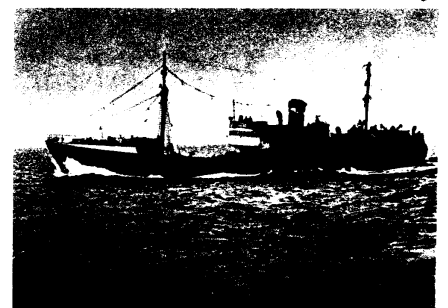
Tow rope test
in the yard



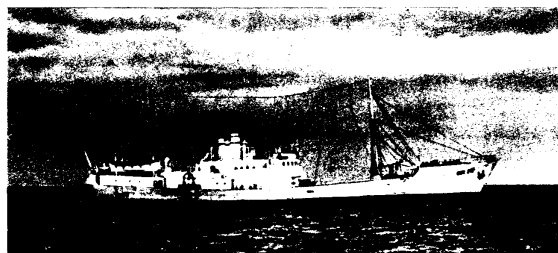
*The 450 tons d.w.
trawlers are built
alternatively for coal
or oil burning.
The yards
in Gdańsk attained
great experience
in the building
of research
and training
trawlers*



B 10 on the roller — chocks' slipway



Research
and
Training Trawler
Jan Turlejski



*Trawlers of the B 10 type
operate on all
fishing grounds
of North Europe,
they are the mainstay
of many fishing fleets*

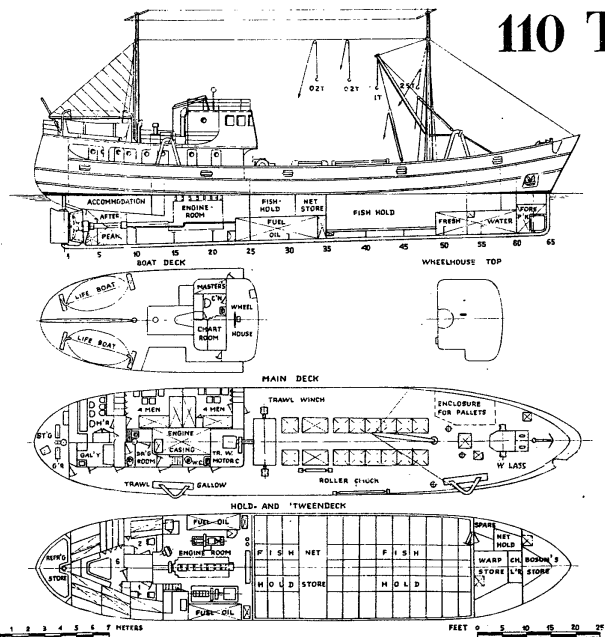
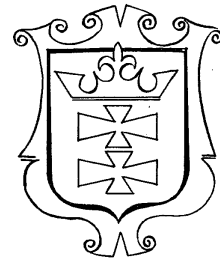
MOTOR DRIFTER TRAWLER

110 TONS D.W.

TYPE B 17

Builders:
STOCZNIA
PÓŁNOCNA

GDAŃSK

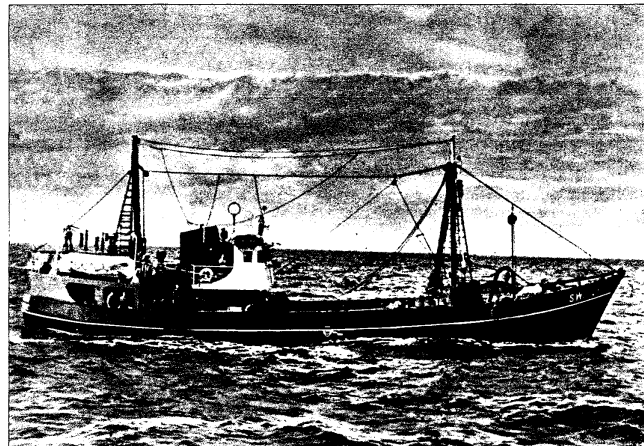


The motor drifter trawler is designed for operating both drifting and trawling. For drifting purposes a mizzen sail and a bow rudder are provided. This small vessel embodies seaworthiness and a cruising range of 4,500 nautical miles. The fish hold capacity amounts to 480 herring barrels. All accommodation is aft.

The trawl winch, windlass and steering gear are electric driven. The ship is propelled by a diesel engine with an output of 300 B.H.P. at 360 r.p.m. Electric D.C. of 110 V is supplied by three diesel sets of 66, 18 and 6 kW. Full navigation aids, wireless and life saving equipment are provided.

PRINCIPAL DIMENSIONS AND OTHER LEADING CHARACTERISTICS

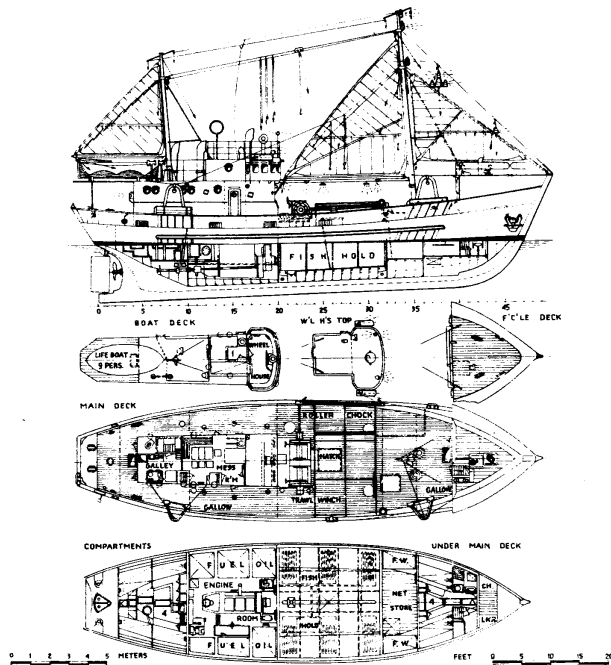
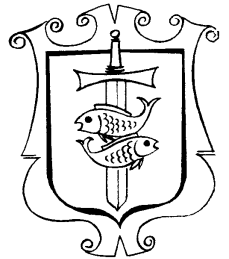
Length o.a.	113'	34.45 m
Length b.p.	102' 10"	30.35 m
Breadth moulded	22'	6.70 m
Depth moulded	11' 10"	3.61 m
Load draught aft	12' 4"	3.76 m
Corresponding deadweight	110 tons	
Gross tonnage	175 tons	
Net tonnage	78 tons	
Fish hold capacity	6,640 cu. ft.	188 cu. m
Service speed	9 knots	



24 m FISHING BOAT

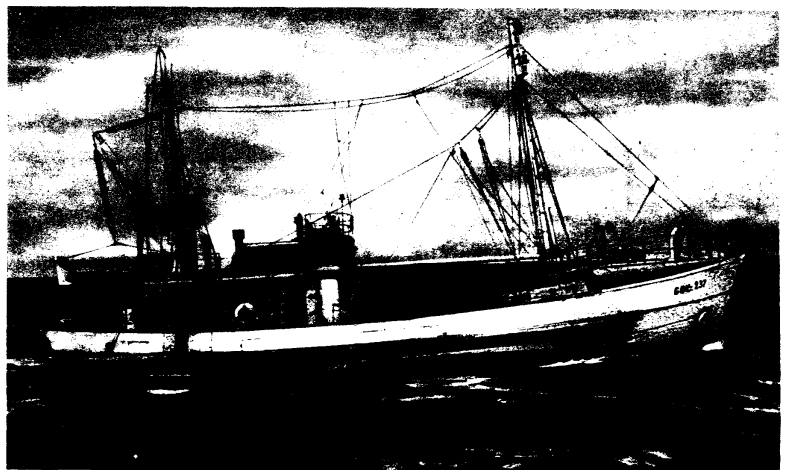
Builders:
STOCZNIA REMONTOWA

GDYNIA



PRINCIPAL DIMENSIONS AND OTHER LEADING CHARACTERISTICS

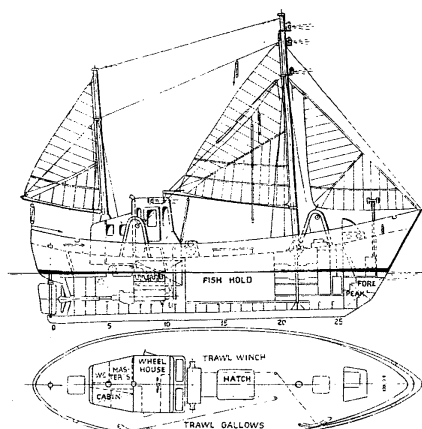
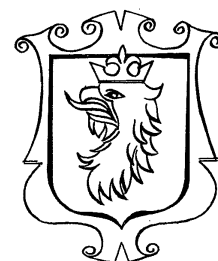
Length o.a.	79' 1"	24.11 m
Length b.p.	69' 3"	21.10 m
Breadth moulded	21' 1"	6.42 m
Depth moulded	11' 3"	3.43 m
Design draught	7' 10"	2.38 m
Corresponding deadweight		43 tons
Gross tonnage		82 tons
Net tonnage		34 tons
Fish hold capacity	1,940 cu. ft.	55 cu. m
Service speed		9 knots



17 m FISHING BOAT

Builders:
STOCZNIA
REMONTOWA

SZCZECIN



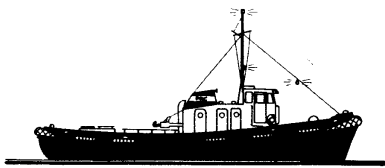
The 17 m — 56 ft. fishing boat has a fully welded hull with straight line form. She is designed for operating on the Baltic Sea with a crew of 5, cruising range 1,500 nautical miles. Crew accommodation is situated fore, the master's cabin is built in into the wheel-house. The propelling diesel engine has an output of 100 B.H.P. at 400 r.p.m. The boat has good manoeuvring features and best seaworthiness.



PRINCIPAL DIMENSIONS AND OTHER LEADING CHARACTERISTICS

Length o.a.	57' 3"	17.45 m
Length b.p.	49' 2 1/2"	15.00 m
Breadth moulded	16' 5"	5.00 m
Depth moulded	8'	2.44 m
Load draught aft	7' 1"	2.16 m
Corresponding deadweight	20 tons	
Gross tonnage	36 tons	
Net tonnage	12 tons	
Fish hold capacity	918 cu. ft.	26 cu. m
Service speed	8 knots	

STEAM AND MOTOR TUGS



**MOTOR TUG 180 B. H. P.
TYPE B 65**

Length o.a.	54' 6"	16.62 m
Length b.p.	49' 3"	15.00 m
Breadth moulded	13' 9"	4.20 m
Depth to main deck	7' 3"	2.20 m
Draught	4' 9"	1.45 m
Revolutions per minute	315	
Service speed	8.5 knots	

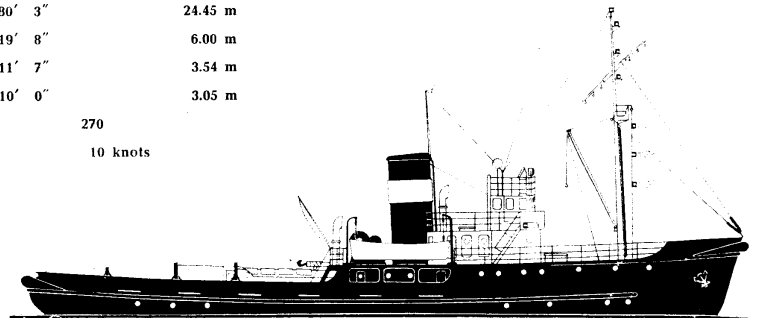


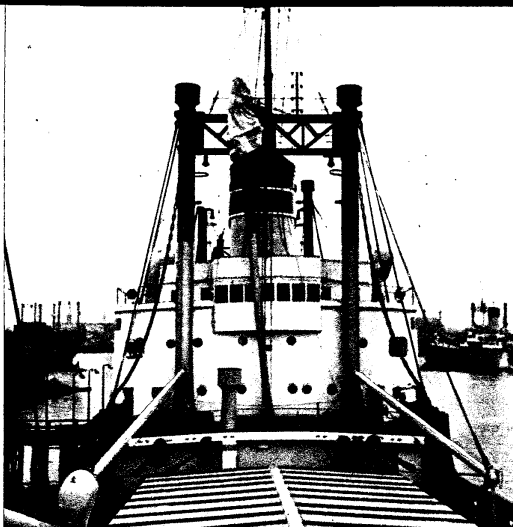
STEAM TUG 800 I.H.P. TYPE B 61

Length o.a.	155' 6"	47.40 m
Length b.p.	139' 9"	42.60 m
Breadth moulded	31' 10"	9.70 m
Depth to main deck	15' 5"	4.70 m
Draught aft	13' 6"	4.12 m
Revolutions per minute	130	
Service speed	10 knots	

STEAM TUG 525 I.H.P. TYPE B 60

Length o.a.	89' 11"	27.40 m
Length b.p.	80' 3"	24.45 m
Breadth moulded	19' 8"	6.00 m
Depth to main deck	11' 7"	3.54 m
Draught aft	10' 0"	3.05 m
Revolutions per minute	270	
Service speed	10 knots	



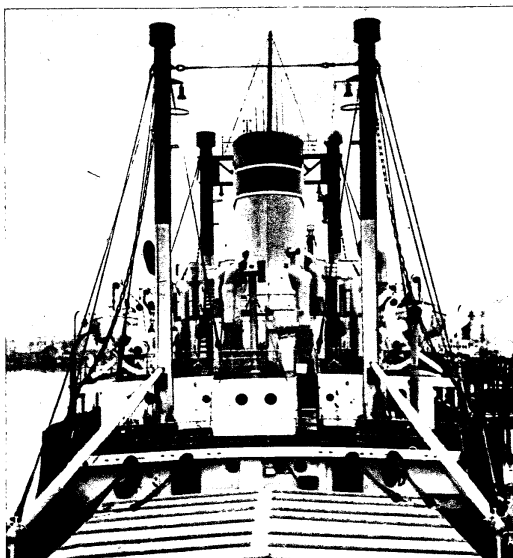
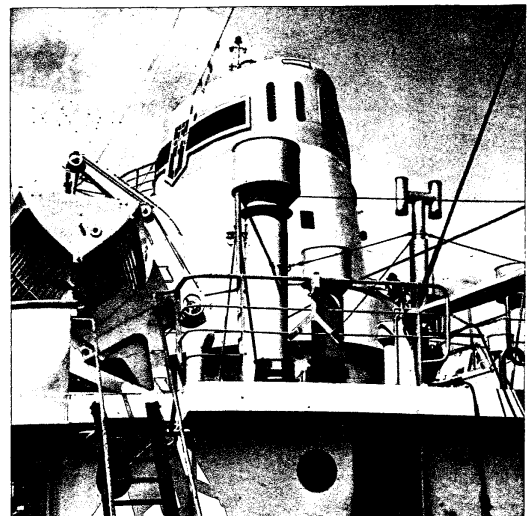


View
from the
forecastle

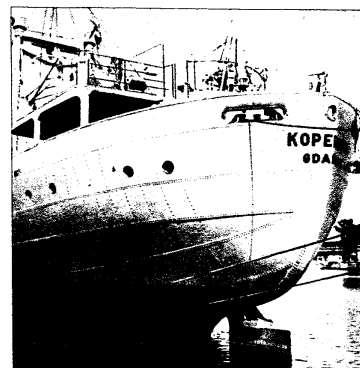


Deck house of the
5,000 tons d.w.
collier

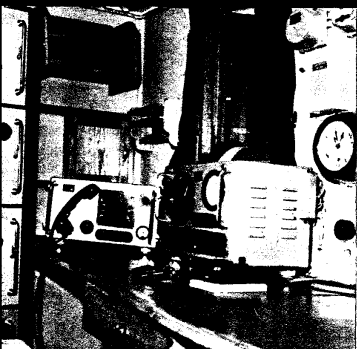
Funnel of
the 4,000 tons d. w.
motor cargo liner



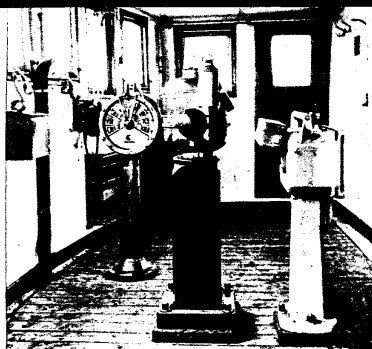
View
from
the poop



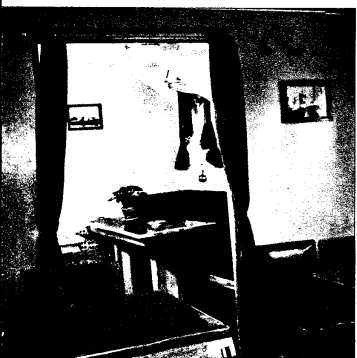
Stern
of the 4,000
tons d. w.
M. S. Kopernik



Wireless cabin
of the 5,000 tons d. w.
collier



Wheel-house
of the 900 tons d. w.
coaster

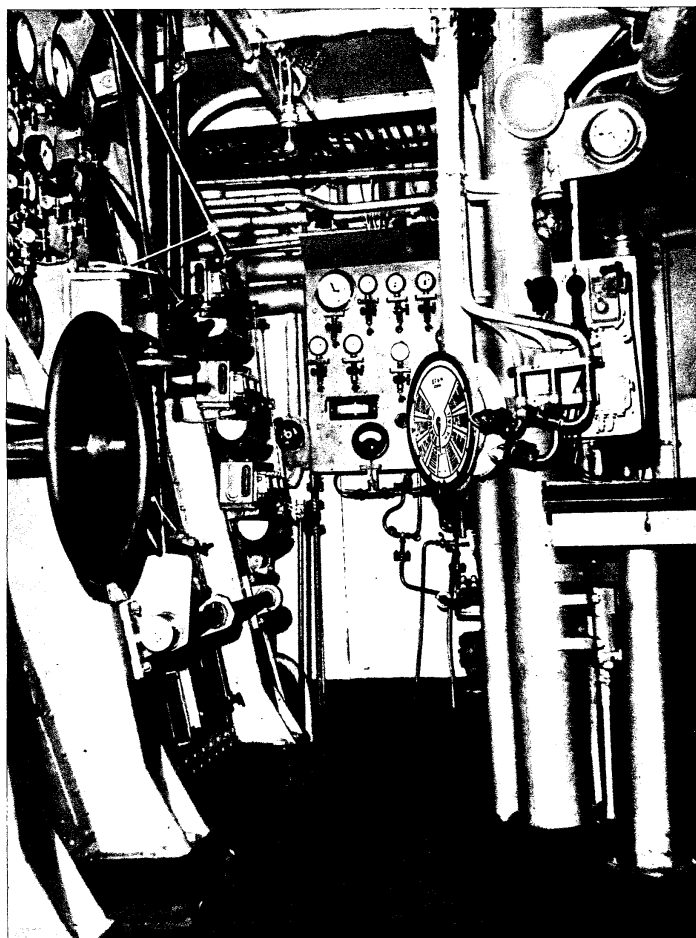


Corner of
the recreation
room
on the 5,000 tons d. w.
collier



Double berth
cabin
on the 900 tons d. w.
coaster

Control position
of the
5,000 tons d. w.
collier

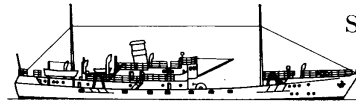


NEW SERIAL TYPES FOR THE YEARS 1956-1960

STEAM TRAWLER 500 TONS D.W. TYPE B 14

Deep sea steam fishing trawler, coal or oil burned, hull entirely welded.

Length o.a.	194' 4"	59.23 m
Length b.p.	176' 8"	53.86 m
Breadth moulded	29' 6"	9.00 m
Depth to main deck	16' 3"	4.95 m
Draught	14' 2"	4.32 m
Gross tonnage		660 tons
Net tonnage		245 tons
Fish hold capacity	13,350 cu. ft.	378 cu. m
Power		800 I.H.P.
Corresponding r.p.m.		130
Service speed		11 knots
Cruising period		24 days

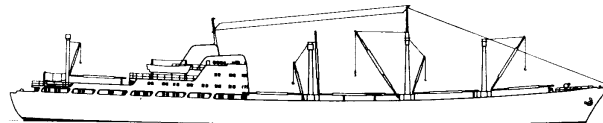


STEAM TRAWLER 500 TONS D.W. TYPE B 14

MOTOR CARGO LINER 6,000 TONS D.W. TYPE B 55

A modern shelter decker with a capacity of 5,150 tons d.w. as open and 6,000 tons d.w. as closed. The hull is entirely welded. Four holds forward and one aft of the machinery room.

Length o.a.	497' 2"	124.10 m
Length b.p.	367' 5"	112.00 m
Breadth moulded	54' 2"	16.50 m
Depth to main deck	22' 6"	6.85 m
Depth to shelter deck	32' 10"	10.00 m
Draught	21' 2"	6.45 m
Gross tonnage		3,940 5,970 tons
Net tonnage		2,000 3,380 tons
Cargo capacity, bale	325,000 cu. ft.	9,200 cu. m
Power		5,000 B.H.P.
Corresponding r.p.m.		125
Service speed		15 knots
Cruising range		9,000 n.m.

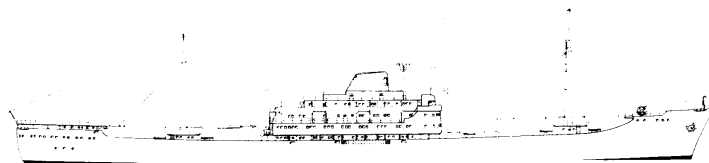


MOTOR CARGO LINER 6,000 TONS D.W. TYPE B 55

MOTHER SHIP FOR HERRING FISHING BOATS, 9,000 TONS D.W. TYPE B 62

Twin screw vessel, specially designed for the supply of fishing boat fleets, operating on fishing grounds in North Europe and the subarctic waters, built for heaviest weather conditions. The equipment includes barrel stores, workshops, dispensary, hospital, recreation rooms, etc.

Length o.a.	589' 10"	155.40 m
Length b.p.	465' 10"	142.00 m
Breadth moulded	65' 7"	20.00 m
Depth to main deck	38' 1"	11.60 m
Draught	26' 11"	8.20 m
Gross tonnage		11,540 tons
Net tonnage		4,590 tons
Cargo capacity	333,000 cu. ft.	10,250 cu. m
Power		5,000 I.H.P.
Corresponding r.p.m.		120
Service speed		12 knots
Cruising period		60 days



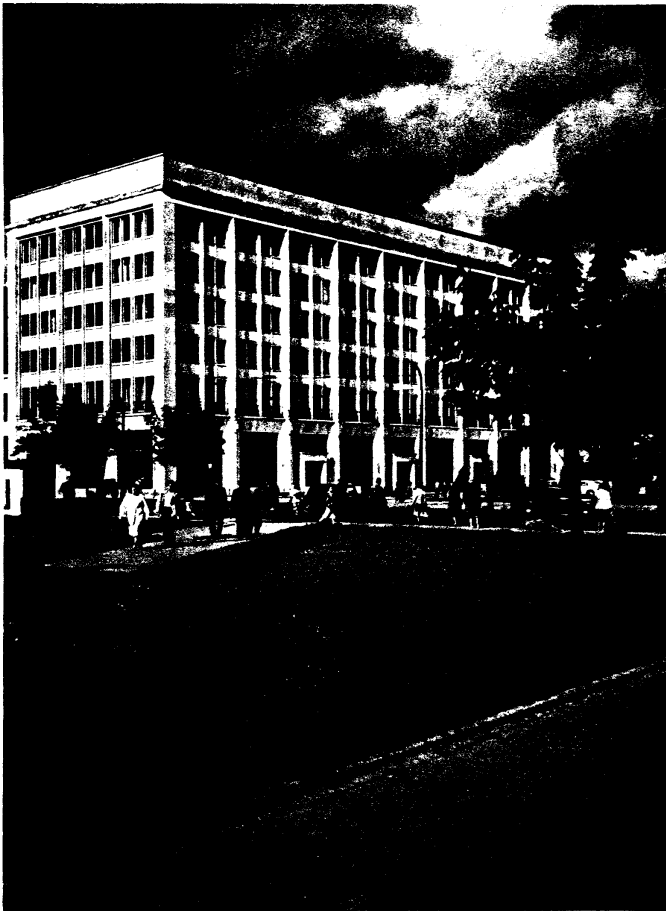
MOTHER SHIP FOR HERRING FISHING BOATS 9,000 TONS D.W. TYPE B 62

SINGLE SCREW MOTOR TANKER 18,000 TONS D.W. TYPE B 70

Length o.a.	577' 1"	175.90 m
Length b.p.	541' 3"	165.00 m
Breadth moulded	71' 10"	21.90 m
Depth to main deck	39' 1"	11.90 m
Draught	29' 0"	8.85 m
Gross tonnage		12,600 tons
Cargo capacity, grain	800,000 cu. ft.	24,000 cu. m
Power		8,000 B.H.P.
Corresponding r.p.m.		125
Speed on trials		16 knots



SINGLE SCREW MOTOR TANKER 18,000 TONS D.W. TYPE B 70



CENTRAL IMPORT AND EXPORT OFFICE
FOR SHIPS AND MARINE EQUIPMENT

CENTROMOR

SOLE REPRESENTATIVES OF THE POLISH
SHIPBUILDING INDUSTRY

HEAD OFFICE: POLAND, WARSZAWA, MOKOTOWSKA 49

PHONE: 8-61-21, 8-15-85

TELEGRAMS: CENTROMOR - WARSZAWA

BRANCH OFFICES: GDAŃSK
GDYNIA
SZCZECIN



POLISH SHIPYARDS

STOCZNIA GDAŃSKA — GDAŃSK

STOCZNIA PÓŁNOCNA — GDAŃSK

STOCZNIA REMONTOWA — GDAŃSK

STOCZNIA im. KOMUNY

PARYSKIEJ — GDYNIA

STOCZNIA REMONTOWA — GDYNIA

STOCZNIA SZCZECIŃSKA — SZCZECIN

STOCZNIA REMONTOWA — SZCZECIN

Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

PHOTOGRAPHS: CAF, Z. Błażewicz, W. Celle, M. Dobrzykowski,
J. Doerffer, M. Holzman, K. Komorowski,
Z. Kosycarz, K. Nienartowicz, Z. Siemiaszko,
J. Uklejewski

ILLUSTRATIONS: Antoni Suchanek

EDITORS: T. Prechitko, S. Hilkner, J. Mazurkiewicz,
W. Rafalski, J. Sawiczewski, J. Wańkowicz

POLISH FOREIGN TRADE PUBLICATIONS - WARSZAWA

Printed in Poland

in ŁÓDŹ

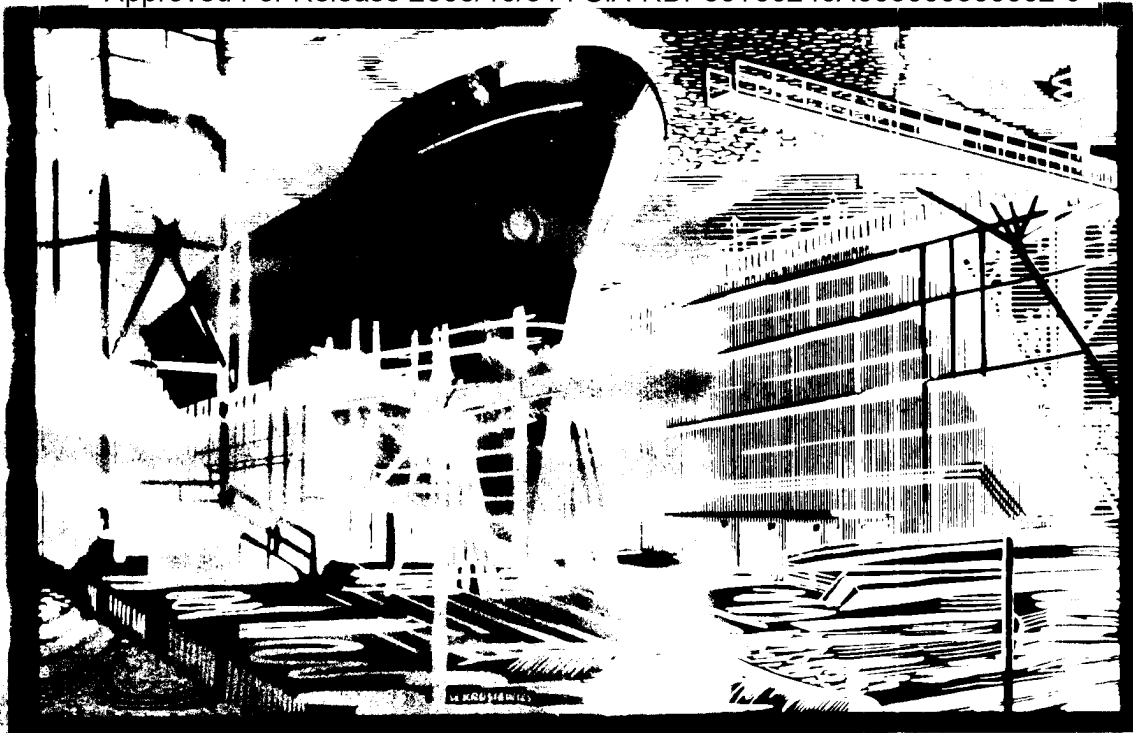
(Litzmannstadt)

Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9



Approved For Release 2008/10/31 : CIA-RDP80T00246A003600560002-9

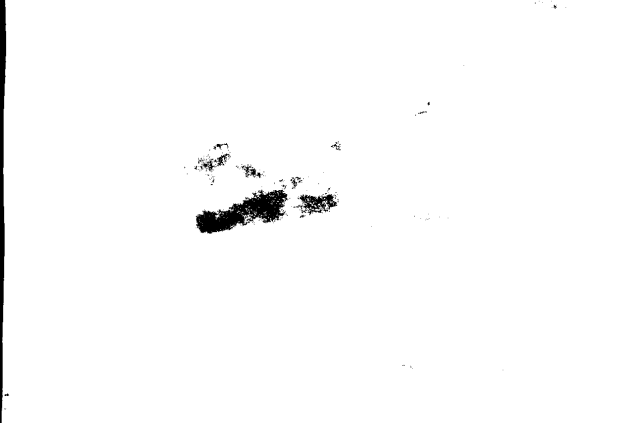


SHIP REPAIRS & DOCKING

P O L A N D



Most convenient services for
ship repairs & docking on the
Baltic coast



G DYNIA SZCZECIN

of ship repairs including class surveys

ALL WORKS PERFORMED

are of the highest quality and are executed in shortest time possible

DOCKING

available for ships up to 12.000 TDW

MODERN WORKSHOPS

are well equipped for all kinds of boiler, engine and hull repairs

COMPETITIVE PRICES

All orders accepted by CENTROMOR offices at:
Gdańsk Gdynia, Jana z Kolna 31,
Phone 3-29-13. cables: Centromor - Gdańsk,
Szczecin. Hutnicza 1. Phone: 26-21,
Cables: Centromor Szczecin

- Unless a separate agreement is concluded providing different conditions of repairing and docking the relationship between yard and vessel has been stipulated in the General Conditions mentioned below.
- Control of the vessel is not taken over by the yard, the vessel remaining under command and responsibility of the Master, regardless of her being moored to or lying in dock.
- The stay of the vessel at the yard does not dispense the Master from observing International or Polish rules dealing with safety in harbour and on sea.
- The Gross Register Tonnage shall be ascertained from the ship's certificate while the port of registry will determine the vessel's nationality.
- The Master of the Ship will have to comply with all sanitary and safety rules, as well as fire precautions in force in Polish ports and at yard.
- Work is, in principle, carried out to written order. If this proceeding should, however, prove inconvenient, oral orders of the Master or the 1st Engineer will be respected.
- Additional orders given by the Master of the Ship while carrying out work may affect time of redelivery and costs of repairs, and should additionally be agreed upon with the shipyard.
- Work is charged for as follows:
dry-docking on the basis of the tariff mentioned below, repairs as per oral or written agreement to be concluded with the Master of the Ship or the Owners when starting work. All obligations of the shipyard will be considered as fulfilled upon the vessel's leaving the dock or yard, or when taking the vessel over by the party which has given the order. Unless stated otherwise in the agreement between the Master of the Ship or Owners, and the shipyard services are payable upon completion of the work.
- Paints or spare parts for repairs may be delivered by Owners.
- The price charged for servicing comprises docking and undocking, as well as the stay in dock. This does not, however, include the dues of towing the vessel to and from the dock. The dock dues are calculated from the beginning of the sinking operation for receiving the vessel until leaving the dock.
- An extra charge based upon a separate agreement will be made for docking vessels carrying cargo in bulk, vessels that as a result of collision have sustained damage endangering the dock, as well as dry-docking of vessels of special construction (cranes, dredgers, battleships).
- Extra charges shall be payable for dry-docking and undocking a vessel outside regular working hours, viz.:
12.5% on working days
25% on Sunday or Holiday.
- Floating dock services are charged for as per tariff mentioned below.
- The vessel intended for dry-docking should be delivered to and taken from the yard at the time previously agreed upon with the Owners.
- The shipyard shall not be liable for any whatsoever damage sustained by the vessel whilst towing, dry-docking or staying at the yard, even though such damage be caused through the fault of the yard's staff or yard equipment. Neither shall the yard be liable for any loss or damage caused to the cargo or for accidents to the crew of the vessel. Prior to entering the dock the vessel is to be insured by the Owners for the time dry-docking and repairing.



CENTROMOR

SOLE IMPORTERS AND EXPORTERS OF CARGO SHIPS, FISHING VESSELS, RIVER CRAFT
SHIPS MACHINERY AND EQUIPMENT
SOLE REPRESENTATIVES OF THE POLISH SHIPBUILDING INDUSTRY, SHIP REPAIR YARDS
AND THE POLISH MARINE COMPANY

HEAD OFFICE:

GENERAL CONDITIONS OF DOCKING AND SHIP REPAIRING

- Owners of tankers to be required by the shipyard, before cleaning tanks and putting them in gas free condition so as to secure removal of any explosive gas and combustible remnants of oil as well in the tanks where work is to be carried out as in the docking ones. Should cleaning of such kind not be carried out prior to delivering the vessel to the yard, it may be arranged by the latter after arrival of the vessel in order to ensure safety conditions for the work to be done. Such work will be charged extra.
- It is not allowed to dump rubbish and ashes in the docks or on the quay. The vessel's sanitary appliances are not to be used in the docks. The shipyard will provide sanitary appliances ashore at the sole disposal of officers and crew.
- On request of the Master of the Ship, the yard will provide ship's service to transfer the crew and a car service for the Officers.
- In the event of disputes which cannot be settled between the Owners and the shipyard, the decision of the Polish Chamber of Foreign Trade will be binding on both parties.

DOCKING TARIFF

B. R. T.		First two days	third day	from 4th to 10th day each	following days each
		\$	\$	\$	\$
from 300 to 400		78	28	23	30
" 400 " 500		89	30	24	33
" 500 " 600		97	35	30	37
" 600 " 700		109	40	35	43
" 700 " 800		121	46	40	50
" 800 " 900		131	52	44	55
" 900 " 1000		140	58	49	62
" 1000 " 1200		155	64	55	70
" 1200 " 1400		174	68	58	74
" 1400 " 1600		194	72	62	80
" 1600 " 1800		223	79	66	87
" 1800 " 2000		231	87	72	91

B. R. T.		First day	second and third day, each	from 4th to 10th day, each	11th and following days, each
from 2000 to 2250		209	100	75	88
" 2250 " 2500		225	109	79	94
" 2500 " 2750		242	118	85	101
" 2750 " 3000		261	127	89	107
" 3000 " 3500		285	140	92	118
" 3500 " 4000		316	157	107	131
" 4000 " 4500		346	172	117	143
" 4500 " 5000		387	194	131	161
" 5000 " 5500		425	213	144	177
" 5500 " 6000		482	242	162	198
" 6000 " 6750		539	272	181	221
" 6750 " 7500		598	303	201	246
" 7500 " 8250		658	334	223	272
" 8250 " 9000		715	363	243	297
" 9000 " 10000		718	398	269	329



SOLE EXPORTERS

CENTROMOR

CENTRAL IMPORT AND EXPORT
OFFICE FOR MARINE EQUIPMENTHEAD OFFICE:
POLAND, WARSZAWA, MOKOTOWSKA 49, TELEGRAMS: CENTROMOR-WARSZAWA
BRANCH OFFICE:
AT GDAŃSK, GDYNIA AND SZCZECIN